

CONSOLIDATION COAL COMPANY MINE No. 11
East side of State Route 936
Midlothian Vicinity
Allegany County
Maryland

HAER No. MD-87

HAER
MD
MIDLOTHIAN,
F

PHOTOGRAPHS

WRITTEN HISTORICAL AND DESCRIPTIVE DATA

HISTORIC AMERICAN ENGINEERING RECORD
National Park Service
Northeast Region
U.S. Custom House
200 Chestnut Street
Philadelphia, PA 19106

HISTORIC AMERICAN ENGINEERING RECORD

CONSOLIDATION COAL COMPANY MINE No. 11

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HAER No. MD-87

Location: East side of State Route 936, approximately 0.1 mile south of Interstate 68
Midlothian vicinity, Allegany County, Maryland
UTM: 17.676290.4388805
Quad: Frostburg, Md.-Pa., 1:24,000

Dates of Construction: ca. 1880; 1909; 1940

Present Owner: Allegany Coal and Land Company
P.O. Box 410
Depot Road
Frostburg, Maryland 21532

Present Use: Vacant (ruin)

Significance: This complex is significant because it contains one of the few centrifugal mine ventilation fans in the eastern United States, surviving in situ. It is also notable because it exemplifies an important development in mining technology. Two modes of mine ventilation, a centrifugal fan and an aerovane fan, are represented side-by-side.

Project Information: The U.S. Soil Conservation Service (SCS) has been contracted by the Allegany Coal and Land Company to reclaim the site of the Consolidation Coal Company Mine No. 11. This reclamation project will include removal of existing structures on the site and revegetation of disturbed areas. Reclamation is scheduled to begin in late 1993.

Preparers of Documentation: Richard Meyer/Principal Architectural Historian
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John Milner Associates, Inc.
309 North Matlack Street
West Chester, Pennsylvania 19382

October 1993

SUMMARY DESCRIPTION AND SETTING

The Consolidation Coal Company Mine No. 11 is located approximately 200 to 400 feet southeast of State Route 936 between the hamlets of Wrights Crossing and Borden Shaft. The site is approximately 500 feet south of the Interstate 68 right-of-way and is approximately one mile southeast of Midlothian and two miles south of Frostburg, Allegany County, Maryland. It is located in an open field with groves of deciduous trees to the south and north. The field is overgrown with grasses and weeds and is traversed from east to west by a high-tension electric power transmission line. Another electric transmission line extends from north to south through the site. Flowing north-south through the center of the site is a small stream. South of the site is a gully containing remnants of stone and concrete channelling for a stream. East of the site is a wide, upward sloping right-of-way for the power transmission line.

The main features include two mine ventilation fans, a stone-lined, rectangular, air/manway shaft adjacent to the ventilation fans, a hood for one of the ventilation fans, a circular brick shaft, and a metal pipe scaffold. Other remnants of the complex include a portion of the foundation of a blacksmith shop and mine superintendent's house, the foundation of a water tank, manway shaft doors, a collapsed piece of metal, possibly used as a hood, and several overgrown brick-lined shafts.

HISTORICAL BACKGROUND

The coal resources of Western Maryland are part of the Appalachian coal field which extends from northern Pennsylvania to central Alabama, a distance of 900 miles.¹ The Maryland coal deposits lie in five synclinal basins located in western Allegany and Garrett counties. Of these, the Georges Creek Basin in western Allegany County was the most important in the development of the Maryland coal industry. This basin is located between Dan Mountain on the east, the slopes of Savage Mountain on the west, the Potomac River on the south, and the Pennsylvania border on the north. The area is about 30 miles long and averages four miles in width.² About 15 coal veins are situated in the basin, only a few of which are commercially mined.³ The coal veins lie in the Georges Creek Basin in the form of a series of stacked bowls, such that the coal is buried at the axis of the basin and outcrops at the edges of the narrow valley.⁴

The most productive vein in the Georges Creek Basin was the Big Vein or Pittsburgh Seam that stretches in a 20 mile band from Mount Savage to Westport, Maryland. It lies underneath the town of Frostburg at the northern end of the basin but outcrops at the northern, eastern, and western perimeters of the town. From Frostburg to Ocean, a distance of about four miles, the Big Vein stretches across the entire width of the valley⁵ and outcrops at the edge of the basin. The thickness of this vein varies from nine to 14 feet. This vein constituted a seemingly inexhaustible

¹William Jasper Nicolls, *Above Ground and Below in the George's Creek Coal Region* (Baltimore: Consolidation Coal Company, 1898), 5.

²J. Thomas Scharf, *History of Western Maryland*, Originally published 1882 (Baltimore: Regional Publishing Company, 1968), 1315.

³Ibid.

⁴Donna M. Ware, *Green Glades & Sooty Gob Piles* (Crownsville, Maryland: Maryland Historical and Cultural Publications, 1991), 217.

⁵William Jasper Nicolls, *Above Ground and Below in the George's Creek Coal Region* (Baltimore: Consolidation Coal Company, 1898), 8.

and readily accessible supply of coal. A mid-nineteenth century estimate indicated that this vein contained approximately 266.2 million tons of coal.⁶ A second large vein, the Tyson Seam or Lower Sewickly Seam, is generally from two to four feet thick and lies approximately 110 feet higher than the Big Vein.⁷ A mid-nineteenth century estimate indicated that this vein contained approximately 363 million tons of coal.⁸

Discovery and Development of Georges Creek Basin Coal

The presence of coal in Maryland was known as early as 1736. In that year, a map entitled *A Plan of the Upper Part of the Potomack River call Cohongorooto Surveyed in the Year 1736* showed two "cole mines" along the north fork of the Potomac, above the mouth of the Savage River. The label "cole mine" probably referred to places where the river had exposed the lower coal seams, making the outcrop visible from the river.⁹ Later eighteenth century maps, including the Frye and Jefferson maps of Virginia, dated 1751 and 1755 respectively, also indicated the location of coal mines in the Georges Creek area.¹⁰

The first recorded commercial use of Maryland coal occurred in the late eighteenth century. Colonel George Gilpin, a representative of the Potowmac Company dispatched in 1789 to study the navigational potential of the Potomac River, indicated that coal from the Georges Creek Basin was used to power a nail manufactory at Hagerstown. The manufactory was owned by Hart & Rochester or Hart & Patterson.¹¹ Gilpin wrote:

[We] went up the river in a boat from the Great Falls to twelve miles from Fort Cumberland, and continued on foot to the mouth of the Savage river....About the mouth of Savage river and George's creek, are inexhaustible beds of coal; some of which the river has laid bare--we found them easy to dig, and the coal of good quality. This range or bed of coal extends along the first ridge of the Allegheny Mountain to Will's Creek, above Cumberland...¹²

Such accounts of the availability of Maryland coal, combined with improvements to Potomac River navigation and the construction of the National Road west from Cumberland, launched the initial stage of commercial coal exploitation in Maryland. The earliest mines were in the region north and east of Frostburg, near Lonaconing, near the mouths of the Savage River and Georges Creek, and east of Grantsville. These early mines, developed by 1810, were small surface or pit mines that dug into outcrops exposed by flooding or erosion.¹³

⁶Scharf, *History of Western Maryland*, 1315-1316.

⁷Charles E. Beachley, comp., *History of the Consolidation Coal Company: 1864-1934* (New York: Consolidation Coal Company, 1934), 81.

⁸Scharf, *History of Western Maryland*, 1316.

⁹Ware, *Green Glades & Sooty Gob Piles*, 217.

¹⁰Katherine A. Harvey, *The Best-Dressed Miners: Life and Labor in the Maryland Coal Region, 1835-1910* (Ithaca, New York: Cornell University Press, 1969), 4.

¹¹Donna M. Ware and Mark R. Edwards, *Final Report of the Coal Region Historic Sites Survey* (Annapolis, Maryland: Maryland Historical Trust for the Maryland Bureau of Mines, 1984), 463.

¹²Ware, *Green Glades & Sooty Gob Piles*, 217.

¹³Ibid.

Mining remained a small industry during the early nineteenth century due to a lack of capital caused by an economic depression and the absence of a reliable transportation network. The first large-scale customer for Maryland coal was the U.S. Armory at Harper's Ferry, Virginia, which opened in 1796.¹⁴ In these early years, most of the coal mined from Maryland deposits was shipped down the Potomac River on flatboats, each carrying from 1,500 to 1,800 bushels of coal.¹⁵ By 1826, annual coal shipments totalled 58 tons. This total grew to 508 tons in 1828 before decreasing to 11 tons in 1830.¹⁶

The desire to improve shipping of Maryland coal was a major factor in the development of the state's transportation network in the early nineteenth century. In 1822, supporters of a Potomac River canal circulated a pamphlet arguing that were a canal to be constructed, Maryland coal could be obtained more cheaply than the existing coal supply and further argued that "Cumberland coal...will be found a much purer and more perfect carbon" than other coal supplies.¹⁷ In 1828, ground was broken for the Chesapeake and Ohio (C&O) Canal, and the Baltimore and Ohio (B&O) Railroad began to lay its first tracks.

In the same year, the Maryland Mining Company, Maryland's first incorporated coal company, was established. The company was initially authorized to issue \$200,000.00 worth of stock, and in 1835, this total was increased to \$1 million. Also in 1835, the company was authorized to acquire 5,000 acres of land and construct a railroad from the company's mines. Between 1828 and 1850, the Maryland General Assembly incorporated 30 coal or coal and iron companies. Each of these companies was incorporated with the expectation that both the canal and railroad would be completed expeditiously. Political quarrels and financial difficulties, including the bankruptcy of the C&O Canal Company, delayed construction. The B&O Railroad did not reach Cumberland until 1842, and the canal reached the city in 1850. As a result, most of the early coal companies never actually engaged in mining.¹⁸

Tests conducted during the first half of the nineteenth century demonstrated that the semibituminous coal of western Maryland was one of the "supercoals" found in only a few isolated sections of the eastern United States. Tests by the United States Navy Department in 1844 indicated that a pound or bushel of coal from the region would generate more steam than the same amount of coal from any of the other mines in the United States.¹⁹

Demand for Maryland coal grew with the recognition of its quality and with the industrial development of the eastern United States. At first, New England textile factories relied solely on water power, but during the 1840s, steam was introduced as an alternative. The production of steam required a dependable source of coal.²⁰ Operators of iron furnaces also began experimenting with coal as a fuel in the mid-nineteenth century. Because of its low sulphur

¹⁴Ibid.

¹⁵James W. Thomas and Judge T.J.C. Williams, *History of Allegany County, Maryland*, Originally published 1923 (Baltimore: Regional Publishing Company, 1969), I:451.

¹⁶Ware, *Green Glades & Sooty Gob Piles*, 218.

¹⁷As quoted in Ware, *Green Glades & Sooty Gob Piles*, 218.

¹⁸Ibid., 219.

¹⁹Harvey, *The Best-Dressed Miners*, 13.

²⁰Ware, *Green Glades & Sooty Gob Piles*, 218.

content, Cumberland coal was deemed well adapted for the smelting of iron and other ores.²¹ Railroads also began to explore the use of coal to power locomotives. The B&O Railroad burned Maryland coal before most other United States railroads had switched from wood. Experiments conducted by the railroad's chief engineer showed that one ton of coal was the equivalent of 2 1/2 tons of wood and occupied less space in the tender. Because coal was a compact fuel, it also made ocean steamship travel possible.²²

During the 1840s and 1850s, with the completion of rail and canal transportation links to the coal region, production and shipment of coal grew dramatically. In November 1842, the B&O Railroad was completed to Cumberland. The coal fields were connected to the B&O by the Cumberland and Pennsylvania Railroad. This railroad, which was initially owned by the Georges Creek Coal and Iron Company, operated two lines: one from Piedmont to Frostburg, Mount Savage, and Cumberland; the other from the Eckhart coal mines to Cumberland.²³ During 1843, 10,082 tons of Georges Creek Basin coal were shipped by railroad.²⁴ During 1851, the first full operating year of the C&O Canal, almost 83,000 tons of coal were shipped by canal from the Georges Creek region. In the same year, the B&O Railroad hauled approximately 175,000 tons of coal from the Georges Creek Basin.

The first company town in the Georges Creek Valley was Eckhart Mines, built by the Maryland Mining Company in about 1835. By 1852, it had grown to comprise about seven small stone cottages, as well as log, frame, and brick dwellings.²⁵ In 1842, operators of the Maryland and New York Iron and Coal Company constructed a village known as Mount Savage. This village consisted of 22 dwellings, a school, a store, and buildings for the manufacture of iron. By 1855, Mt. Savage also contained a brickworks, coal mines, and shops for the Cumberland and Pennsylvania Railroad, all of which supported a population of several thousand.²⁶ In the mid-nineteenth century, Georges Creek was lined with mining communities, providing housing, services and employment for coal mine workers. These towns included Borden Mines, Borden Shaft, Allegany Mines (present Zihlman), Barrelville, Franklin, Detmold, Gilmore, Hoffman Hollow, Barton, Pekin, Moscow, Midland and Pompey Smash (present Vale Summit).²⁷

By 1881, it was reported that the Georges Creek Valley from Mount Savage to its southwestern terminus was "one continuous street and town, twenty-four miles in length, inhabited by miners and their families."²⁸ The 1880 census listed the population of the hamlets along Georges Creek as follows: Barton, 1,112; Borden Shaft, 289; Eckhart

²¹Scharf, *History of Western Maryland*, 1317.

²²Ware, *Green Glades & Sooty Gob Piles*, 218.

²³Harry I. Stegmaier, Jr., David M. Dean, Gordon E. Kershaw, and John B. Wiseman, *Allegany County: A History* (Parsons, West Virginia: McClain Printing Company, 1976), 204.

²⁴Scharf, *History of Western Maryland*, 1435.

²⁵Ware and Edwards, *Final Report of the Coal Regions Historic Sites Survey*, 96.

²⁶*Ibid.*, 98-99.

²⁷*Ibid.*, 101-102.

²⁸Harvey, *The Best-Dressed Miners*, 75.

Mines, 822; Hoffman's Hollow, 203; Midland Mine, 276; Midlothian Mines, 398; Miller Mine, 100; Moscow, 264; Ocean Mine, 126; Pekin, 505; and Pompey Smash, 535.²⁹

Later Years of Coal Production

Coal production in the Georges Creek Basin peaked in 1907 and decreased substantially in the third decade of the twentieth century. With the increased use of oil as a fuel, the demand for coal decreased in the 1920s. The competition from alternative energy sources and the belief that the major coal deposits of the Georges Creek Basin were mined out led to the closing of most of the deep mines by the 1930s.³⁰

The Consolidation Coal Company

As coal became the preferred power source for factories, railroad engines and steamships, Maryland coal properties became attractive investments for eastern capitalists who owned shipping and manufacturing concerns. In the mid-nineteenth century, Erastus Corning, a New York iron, steel, and railroad magnate, owned industrial properties in Maryland. John Murray Forbes and John F. Winslow, Boston financiers, owned the Mt. Savage Iron Company, a major consumer of Georges Creek Basin coal and the manufacturer of the first heavy iron rails in the United States. William H. Aspinwall, one of the founders of the Pacific Mail Steamship Company, used Maryland coal to power his fleet. Aspinwall collaborated with other capitalists in the establishment of the Consolidation Coal Company in 1860.³¹ The company's first president was Frederick Walcott, and its board included Aspinwall, Erastus Corning, David Hoadley, and John Murray Forbes.³²

Soon after its formation, the Consolidation Coal Company acquired property of several existing companies, including Allegany County land of the Ocean Steam Coal Company; Allegany County land, railroad property, and Alexandria, Virginia wharves of the Frostburg Coal Company; and land of the Mount Savage Iron Company. The acquisition of the latter enterprise included its subsidiary, the Cumberland and Pennsylvania Railroad.³³ The company also acquired 30 canal boats to permit transportation of coal down the C&O Canal. In 1867, its shipments totalled 213,148 tons of coal.³⁴ Two years later, the company had become the leading shipper of Cumberland coal when it shipped 287,605 tons of coal.³⁵

In 1870, the company increased its holdings, acquiring 7,000 additional acres of coal lands, including the Eckhart Railroad, the Astor, Eckhart, and Hoffman mines, canal boats, wharves at Cumberland and Baltimore, and New York barges. The following year, the company acquired still more property, including Ocean Mine No. 4. With these purchases the company became the owner of about 80 percent of all the Big Vein coal in the Cumberland region and had three shipping outlets: the B&O Railroad at Cumberland; the B&O at Piedmont, West Virginia; and the

²⁹Ibid., 84.

³⁰Ware and Edwards, *Final Report of the Coal Region Historic Sites Survey*, 104.

³¹Ware, *Green Glades and Sooty Gob Piles*, 219.

³²Scharf, *History of Western Maryland*, 1441.

³³Beachley, *History of the Consolidation Coal Company*, 17.

³⁴Ibid., 19.

³⁵Ibid., 21.

C&O Canal at Cumberland over either the Eckhart Branch or the Cumberland and Pennsylvania Railroad.³⁶ With these acquisitions the company had a monopoly of all the existing railroad facilities in the basin and owned over half the coal lands in the region.³⁷

With its control of both railroad and port facilities, as well as its ownership of schooners, the coal company was able to ship coal more cheaply than any other company operating in the Georges Creek Basin.³⁸ Its largest mine, Ocean Mine No. 2, had a peak production of 1,300 tons per day and contained 214 rooms.³⁹

During the mid-1870s, Baltimore financiers who controlled the B&O Railroad purchased a substantial share of the Consolidation Coal Company. Through these stock purchases, the railroad secured control of the largest bituminous coal producing company in the country and assured itself of the large revenues of Allegany County coal production. Consolidation's new president was Charles F. Mayer, a Baltimore merchant and president of the Despard Coal Company.⁴⁰ B&O control of Consolidation continued until 1906 when it was required to sell its coal company holdings as a result of an Interstate Commerce Commission investigation of the relations between coal companies and the coal-carrying railroads.⁴¹

By 1880, the total coal output of the Cumberland region was 2,136,160 gross tons. Of this, 552,484 tons was mined and shipped by Consolidation.⁴² In the 1880s, the company owned 15,000 acres of land in the Maryland coal region. Seven thousand of these acres included portions of the Big Vein, a seam that yielded 10,000 tons per acre.⁴³ Due in large part to Consolidation Coal Company's increasing production, Maryland ranked as the fourth leading bituminous coal-producing state in 1880.⁴⁴

Three types of coal mines were used in the Georges Creek Basin: slope, shaft and drift. Each type was identified by the mine opening. In a slope mine, an inclined tunnel, usually stone or brick lined, extends into the side of a hill through overlying rock strata to the coal seam. This type of opening was used in the upper Georges Creek Basin north of Ocean.⁴⁵ The longest slope mine in the Maryland region was Consolidated Coal Company's Mine No. 3, the Hoffman slope, which was 7,100 feet long.⁴⁶

³⁶Ibid., 23.

³⁷Ware and Edwards, *Final Report of the Coal Region Historic Sites Survey*, 102.

³⁸Beachley, *History of the Consolidation Coal Company*, 23.

³⁹Stegmaier, et al., *Allegany County: A History*, 208.

⁴⁰Scharf, *History of Western Maryland*, 1443.

⁴¹Harvey, *The Best-Dressed Miners*, 13.

⁴²Scharf, *History of Western Maryland*, 1441.

⁴³Ibid., 1444.

⁴⁴Harvey, *The Best-Dressed Miners*, 15.

⁴⁵Ware, *Green Glades & Sooty Gob Piles*, 219.

⁴⁶Ibid., 220.

In a shaft mine, a vertical opening extends downward from the surface to the coal seam. This was the least common mine type in the Georges Creek Basin. Only two examples of historic shaft mines exist in Allegany County. These are the Borden Shaft, opened in 1859 by the Borden Mining Company and later operated by the Consolidation Coal Company, and the New Shaft (Consolidation Coal Company Mine No. 11), initially constructed by the Consolidation Coal Company as a pumping shaft and refurbished as a mine shaft in 1909.⁴⁷

In a drift mine, a horizontal tunnel was driven into the coal seam from a surface outcrop. An example of a drift mine was Consolidation Coal Company's Mine No. 9, located one and one half miles northeast of Frostburg. This mine opened in 1902.⁴⁸

By 1914, Consolidation owned 13 mines in the Georges Creek Basin. A total of 2,738 were employed in these mines, and over 2,325,000 tons of coal was produced.⁴⁹ Of Consolidation's Georges Creek mines, two (No. 11 and No. 12) were shaft mines; two (No. 1 and No. 6) were slope mines; two (No. 2 and No. 10) were drift mines; and the remaining mines contained both drift and slope openings.⁵⁰

The first identified real estate transaction involving Consolidation Coal's Georges Creek Basin mine holdings occurred in 1936 when the company filed for bankruptcy. In that year, Robert C. Hill and Louis C. Zimmerman, trustees for the company, and the company itself sold real estate holdings to the reorganized Consolidation Coal Corporation of Delaware for \$5,000.00 each and other good and valuable considerations. These holdings were described in part as "all and singular lands, surface, land, mines, coal tracts, parcels, veins, strata, runs, seams," as well as "all railroads, tracks, sidings, mine tracks, rolling stock" located in Allegany and Garrett counties and other counties in West Virginia, Pennsylvania, and Kentucky.⁵¹ Subsequently, the reorganized Consolidation Coal Corporation merged with Pittsburgh Coal Company, forming the new company, Pittsburgh Consolidation Coal Company. In 1947, Pittsburgh Consolidation sold its Maryland mine holdings to Maryland Coal and Realty Company for \$10.00 and other good and valuable considerations.⁵² Pittsburgh Consolidation's railroad subsidiary, the Cumberland and Pennsylvania Railroad, was sold to the Western Maryland Railway.⁵³

Maryland Coal and Realty Company sold its Allegany County land holdings in 1986 to the First National Bank of Maryland, trustee of trusts established for the benefit of Linda J. Good, Ann Jenkins, Cathy J. McFawn, and the

⁴⁷Ibid., 220.

⁴⁸Ibid., 221.

⁴⁹Keystone Consolidated Publishing Company, *The Coal Field Directory and Mining Catalog, Pocket Edition of Directory Section* (Pittsburgh: Keystone Consolidated Publishing Company, Inc., 1914), 201-203.

⁵⁰Ibid.

⁵¹Allegany County Deed Book 174:124ff, January 13, 1936.

⁵²Allegany County Deed Book 215:705ff, July 7, 1947.

⁵³Stegmaier, et al., *Allegany County: A History*, 420.

estate of W. Stephen Jenkins for \$10.00.⁵⁴ These land holdings were almost immediately transferred to their present owner, the Allegany Land and Coal Company, for \$10.00 and other good and valuable considerations.⁵⁵

Consolidation Coal Company Mine No. 11

The Consolidation Coal Company Mine No. 11 was originally opened ca. 1880 by the Consolidation Coal Company as a pumping station, known as Pumping Shaft. Its purpose was to drain the bottom of the Hoffman Mine (No. 3) which lay beneath the water table.⁵⁶ In 1905, the Hoffman drainage tunnel was completed from Pumping Shaft to Clarysville, a distance of two miles. This tunnel, in combination with other drainage ditches and tunnels, successfully drained most of Consolidation Coal Company's property, making the pumping shaft unnecessary.⁵⁷

A photograph from the 1905 *Report on the Coals of Maryland* shows the appearance of Pumping Shaft at that time. Dominating the site is a gabled, wood framed, weatherboarded, boiler house with its 10 boiler stacks. Also visible are additional outbuildings, including sheds, barns, and a mine superintendent's house. During the first decade of the twentieth century, the pumping shaft was first used to mine coal. The 1905 *Annual Report of the Mine Inspector for Allegany and Garrett Counties, Maryland* reported that the Lower Tyson or Sewickly vein of coal was being worked from the pumping shaft and that the resulting coal was used exclusively for the boiler at the pumping station. During that year, eight miners and 30 total workers produced 12,188 tons of coal at the pumping shaft.⁵⁸ The 1906 report indicates that the coal of the pumping shaft provided power to run the pumps, motors, and machinery of the station and was "said to be first class steaming coal."⁵⁹

In 1909, Consolidation Coal Company designated Pumping Shaft as its Mine No. 11, known as New Shaft. Improvements made at that time included the installation of the Lepley ventilator, the retimbering of the mine shaft, the construction of a new head-house [no longer extant], and the installation of a new double boisting engine and an "up-to-date safety appliance elevator [both no longer extant] for lowering and hoisting the men..." at Mine No. 3 and Mine No. 11. The 1909-1910 mine inspector's report describes the mine as

the most model and up-to-date small vein mine in the region, barring none. It is gratifying to see the work done here, especially in the rock which is shot down; for height and cleanliness on the side, something that was neglected very much in the majority of small vein mines.... This is a small operation--only a few men employed. The total output is used for boiler use at the pumping shaft, and while no pumping is done here, they operate an air compressor that furnishes power to run the pumps, motors and mining machines at Mine No. 3. It is the intention of management in the near future to ship coal from this mine for that purpose. They have established a very unusual plan by cutting a hole up through the rock from No. 3 to No. 11, a distance of one hundred feet, through

⁵⁴Allegany County Deed Book 561:192, December 15, 1986.

⁵⁵Allegany County Deed Book 561:618, December 17, 1986.

⁵⁶Ware, *Green Glades and Sooty Gob Piles*, 223.

⁵⁷Ware, *Pumping Shaft*, 4.

⁵⁸Thomas Murphy, Inspector, *Annual Report of the Mine Inspector for Allegany and Garrett Counties, Maryland* (Lonacoming, Maryland: George's Creek Press Printing, 1907), 43.

⁵⁹Thomas Murphy, Inspector, *Annual Report of the Mine Inspector for Allegany and Garrett Counties, Maryland*, Report for the Period May 1, 1906 to May 1, 1907 (Lonacoming, Maryland: C.T. Clayton, 1908), 41.

which a long chute will be built and all coal mined at No. 11 will pass through the chute and loaded into the mine cars at No. 3 and pulled up the slope and shipped over the Eckhart Branch of the Cumberland and Pennsylvania Railroad.⁶⁰

By 1914, Mine No. 11 employed 82 and had produced 54,450 tons of coal in the previous year.⁶¹ By comparison, Hoffman Mine No. 3 employed 564 and produced 491,977 tons of coal in the same time period.⁶²

The 1917-1918 Mine Inspector's Annual Report indicates that the power house equipment at Mine No. 11 consisted of 10 boilers and a hoisting engine. The hoisting engine was used to lift from the mine both workers and coal that supplied the boilers.⁶³ In the year ending May 31, 1922, the mine employed 92 men and produced 68,848 tons of coal.⁶⁴ During the early 1920s, the power house was dismantled.⁶⁵ By 1924, Consolidation Mine No. 10 and Mine No. 11 were combined and designated as Mine No. 11. The two mines employed 241 men and produced 155,264 tons of coal in that year. In that same year, a brick first aid room was erected, and two additional first aid rooms were under construction.⁶⁶ Between 1926 and 1930, the mine power source was converted from steam to electricity. In 1930, a total of 297 Consolidation employees produced 181,432 tons of coal from the mine.⁶⁷

In 1940, 174 miners produced 168,156 tons of machine dug coal and 18,128 tons of hand dug coal from the Mine No. 10.⁶⁸ The mine production rose to 195,813 tons of coal the following year⁶⁹ but declined to 172,336 in 1943.⁷⁰

⁶⁰John H. Donahue, *Annual Report of the Mine Inspector for Allegany and Garrett Counties, Maryland*, May 1, 1909-May 1, 1910 (Cumberland, Maryland: Evening Times Printers, 1910), 26.

⁶¹Keystone, *The Coal Field Directory*, 202.

⁶²*Ibid.*, 201.

⁶³John L. Casey, *Annual Report of the Mine Inspector of the State of Maryland*, Period from May 1, 1917 to May 1, 1918 (Baltimore: King Brothers, 1918), 58.

⁶⁴John J. Rutledge, *Annual Report of the Inspector of Mines* (Baltimore: King Brothers, 1922), 36.

⁶⁵John J. Rutledge, *First Annual Report of the Maryland Bureau of Mines* (Baltimore: Twentieth Century Printing, 1924), 51.

⁶⁶John J. Rutledge, *Second Annual Report of the Maryland Bureau of Mines*, Calendar year 1924 (Baltimore: Twentieth Century Printing, 1925), 40.

⁶⁷John J. Rutledge, *Eighth Annual Report of the Maryland Bureau of Mines* (Baltimore: Twentieth Century Printing, 1931), 46.

⁶⁸John J. Rutledge, *Eighteenth Annual Report of the Maryland Bureau of Mines* (N.p. 1941), 9.

⁶⁹John J. Rutledge, *Nineteenth Annual Report of the Maryland Bureau of Mines* (N.p. 1942), 7.

⁷⁰John J. Rutledge, *Twenty-first Annual Report of the Maryland Bureau of Mines* (N.p. 1944), 7.

Coal production continued to decline following World War II. In 1945, a total of 55 miners produced a total of 92,732 tons of coal.⁷¹ By 1949, this production had declined to 16,361 tons of coal produced by 25 miners.⁷² Production increased slightly in the early 1950s. In 1951 41,701 tons of coal were produced by 15 miners.⁷³ Consolidation Coal Company's Mine No. 10 continued to produce coal until the mid-1950s. In 1955, its last recorded year of production, the mine employed two miners and 11 total workers, producing 12,063 tons of machine-dug coal.⁷⁴

The Consolidation Coal Company Mine No. 11 was surveyed in 1981 for the Maryland State Historic Sites Survey. Remnants of the site extant at that time included an aerovane fan and attached hood; an air/manway shaft, brick fan house containing the Lepley ventilator; a brick shed-roofed structure, covering the entrance to the manway shaft; and the foundations of a blacksmith shop and mine superintendent's house. The brick fan house and wood pulley are no longer extant, and only the lower courses of the foundations of the blacksmith shop and mine superintendent's house remain.

PRESENT FEATURES OF CONSOLIDATION COAL COMPANY MINE NO. 11

The most prominent standing features of the Consolidation Coal Company Mine No. 11 are the Lepley Ventilator (see HAER MD-87-A), the Aerovane Fan (see HAER MD-87-B), and the Air/Manway Shaft (see HAER MD-87-C). Documentation of each of these features follows this section. In addition to these primary features, the site contains the following secondary features:

Manway Shaft Doors

Approximately 60 feet south of the aerovane fan hood are two steel doors, one lying on top of the other. The top door measures 5 feet 6 1/4 inches in width, 10 feet in length, and 4 and 3/4 inches in thickness. It has three sets of rectangular, double, steel, strap hinges. Each hinge measures 24 1/2 inches in length and 2 1/2 inches in width. Rings are attached to one end of the door. The lower door measures 6 feet 4 and 1/4 inches in width, 12 feet in length, and 4 inches in thickness. It also has double hinges. These doors originally covered the southern portion of the shaftway, that portion which was used as an emergency escape route from the Sewickly vein.⁷⁵

Water Tank Foundation

The foundation of a water tank that supplied water to mules stabled within the mine is located in a wooded gully south of the Lepley ventilator. This foundation consists of four parallel coursed ashlar walls. Each wall measures approximately 2 feet in width and 16 feet in length, and the walls are set approximately 3 feet apart. A metal pipe protrudes from the ground surface between the middle two walls.

⁷¹John J. Rutledge, *Twenty-third Annual Report of the Maryland Bureau of Mines* (N.p. 1946), 13.

⁷²Frank T. Powers, *Twenty-seventh Annual Report of the Maryland Bureau of Mines* (N.p. 1950), 2.

⁷³Frank T. Powers, *Twenty-ninth Annual Report of the Maryland Bureau of Mines* (N.p. 1952), 2.

⁷⁴Frank T. Powers, *Thirty-third Annual Report of the Maryland Bureau of Mines* (N.p. 1956), 7.

⁷⁵Philip Jenkins, telephone conversation, May 14, 1993, Frostburg, Maryland.

Blacksmith Shop/Mine Superintendent's House Foundation

This foundation is located a short distance north of the aerovane fan hood. Remnants of a brick floor are visible, as is the lower section of a foundation wall. This wall consists of two courses of mortared, coursed, rock-faced ashlar. In the vicinity of the wall are fragments of machine-made brick, parts of framing timbers, and pieces of corrugated metal roofing.

Unidentified Metal Fragment

This collapsed metal fragment, located a short distance south of the manway shaft doors, is roughly square at its south end and has four bolted walls that taper inwardly toward the north. Sections of the once larger object are folded into the interior of the roughly conical fragment. The object measures 6 feet 7 inches in length and 4 feet 6 inches in width across its widest opening. The historic use of this object is unknown.

Circular Shafts

Approximately 13 feet east of the southeast corner of the fan house foundation wall is a circular brick shaft. This shaft consists of a circular brick wall, 9 inches thick, that rises 5 feet 3 inches from the ground on the west side. The bricks have been repointed using a mortar with a high Portland cement content. The shaft, which has been filled in with soil and debris, measures approximately 13 feet 7 inches in diameter. According to the present owner of the site, this shaft was not connected to the mine workings. Rather, it is likely to have been a steam shaft associated with the boiler house that formerly stood on the site.⁷⁶

Resting atop the circular shaft is a crank and gear mechanism, removed from its original position atop the discharge chimney of the fan house. This mechanism was used to open the discharge chimney from above.⁷⁷ The entire mechanism measures 8 feet 8 1/2 inches in length. The mechanism consists of two parallel steel shafts, the first measuring 2 inches in diameter and the second, 3 inches in diameter. The thicker of the two shafts has 8-inch wide steel pulleys close to either end. Attached to the ends of the other shaft are gears and cranks. The two shafts are mounted on steel plates.

Two other circular brick shafts are located approximately 30 feet east and southeast, respectively, of the first shaft. While the northernmost of these two shafts appears to be similar in diameter to the first, the southernmost shaft is considerably smaller. Each is heavily overgrown and barely visible.

Scaffold

Approximately 15 feet southeast of the circular shaft is a scaffold. Its vertical members are comprised of two 6-inch diameter steel pipes set 11 feet 6 inches apart. Nine feet 7 inches above the ground is the steel framing for a platform. Several of the planks for the platform are still in place. Above this platform is the steel framing for a second platform. None of these planks are extant. The purpose of this scaffold is not presently known.

⁷⁶Philip Jenkins, telephone conversation, May 14, 1993, Frostburg, Maryland.

⁷⁷Donna M. Ware, *Pumping Shaft, New Shaft, and Consolidation Coal Co. Mine No. 11*, Inventory Form for Maryland State Historic Sites Survey (Filed at the Maryland Historical Trust, Crownsville, Maryland), 3.

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The Frostburg Museum has several copies of a ca. 1905 photograph of the Pumping Shaft complex, a photograph taken prior to its conversion to Consolidation Coal Company Mine No. 11 and the erection of the Lepley ventilator. The files of the Maryland Historical Trust contain several photographs of the Lepley ventilator and fan house taken as part of a 1981 Maryland Historic Sites Survey of the complex. These photographs are reproduced on pages 258-260 of Donna Ware's *Green Glades & Sooty Gob Piles: The Maryland Coal Region's Industrial and Architectural Past* (Crownsville, Maryland: Maryland Historical & Cultural Publications, 1991). None of the other repositories contains historic photographs of the Consolidation Coal Company Mine No. 11.

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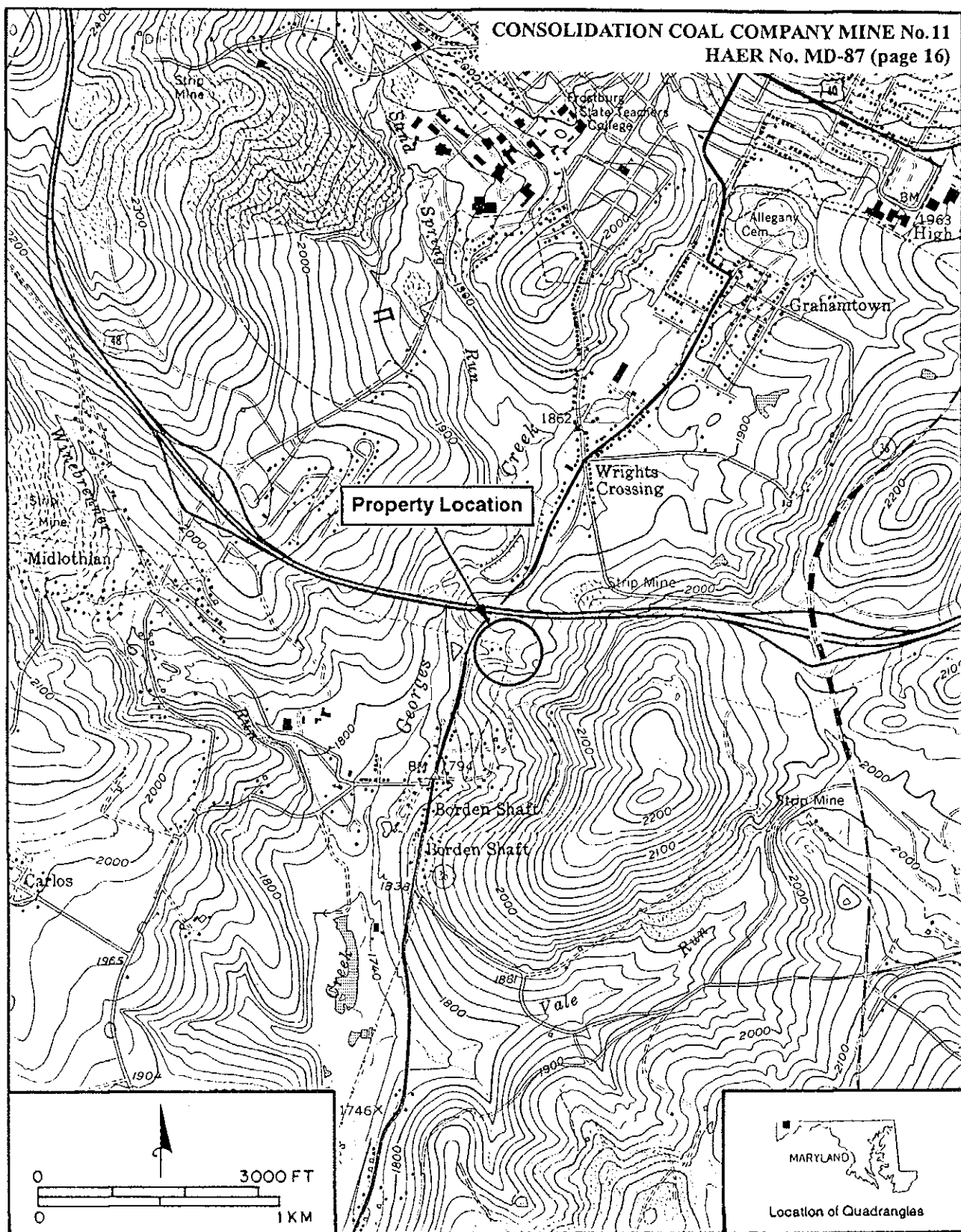
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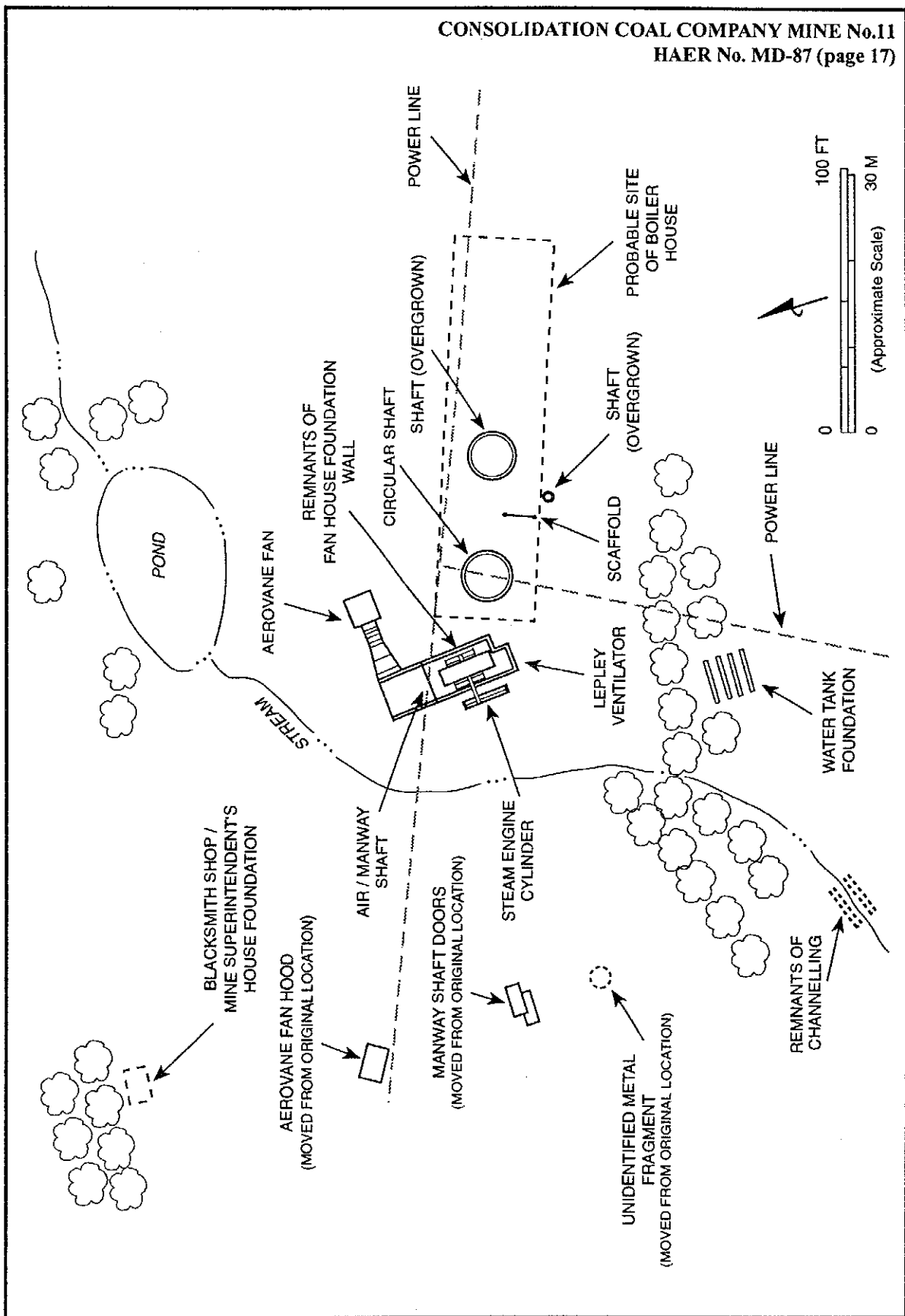
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Site Plan